BOSTON PUBLIC LIBRARY
3 9999 06316 558 1
BRA
2370
No. 3

CBD

SERVICING

WINTER - W ST - TEMPLE

planning report 3

CBD
B65R. Se

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

Draft for Staff Review

Boston Redevelopment Authority
CENTRAL BUSINESS DISTRICT PROJECT
June, 1963
Planning Report #3

SERVICING

Draft for Staff Review

This report is one of a series being prepared by the Boston Redevelopment Authority staff to explore and summarize various elements of the CBD planning work during the Survey and Planning period. It is to be used for analysis by the BRA, CCBD, Victor Gruen Associates and other CBD consultants as designated by the BRA. The report is subject to additions, alterations and deletions during the planning process. It is to be used during the planning of the CBD project as a synthesis of the known facts and planning ideas to date, and is not as a policy statement.

Central Business District Project
Planning Report #3
SERVICING

TABLE OF CONTENTS

I.	Introduction	Page 1
II.	Scheme I - Service Center Scheme	Page 2
	Map 1	Page 3
	Scheme II - At Grade Servicing	Page 4
	Map 2	Page 5
	Scheme III - Underground Service System	Page 6
	Map 3	Page 7

SERVICING BETWEEN TREMONT, PROVINCE, WASHINGTON AND WEST STREETS

INTRODUCTION:

The purpose of this report is to discuss alternative ways for the elimination fo one of the factors causing the deterioration and inhibiting the revitalization of the Retail Core Area. The objective here is to develop several concepts for the servicing of the retail area on the "Ladder Blocks" bounded by Bedford, Tremont, Bromfield and Washington Streets.

There are several assumptions underlying all of these concepts. They are:

1. that each concept can be adapted to a circulation system which will be designed for the CBD and for the entire Downtown.

2. that each of the systems has been designed to service the area as it now exists. However, since the demand, quantity and frequency of servicing for this area has not been determined, these systems are flexible enough to adjust to any physical arrangement.

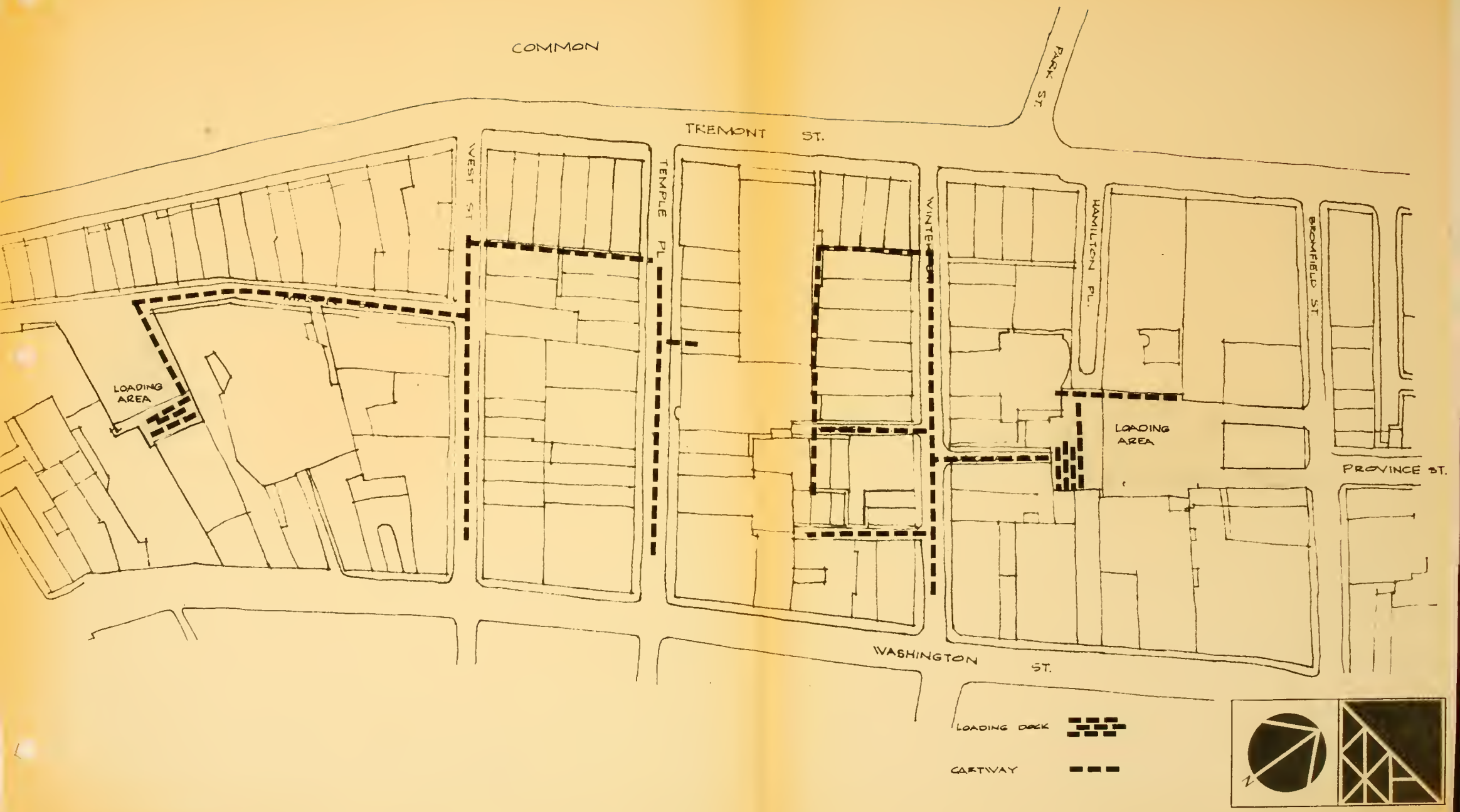
Scheme I - Service Center Scheme (See Map 1)

The servicing of this area will be accomplished by means of a pair or series of service courts constructed in the interior of these blocks. Though the map shows two service courts to be located in the interior of the blocks bounded by Winter, Tremont, Bromfield and Washington Streets (on the site of the Loew's Orpheum Theater) the block bounded by Avery, Mason, West and Washington Streets (in an existing parking lot), the latter service area can be moved either closer to West Street or in the interior of the block bounded by West, Tremont, Temple and Washington Streets. The actual location of these service centers is dependent upon the degree to which this area will be redeveloped and the quantity of servicing required.

Goods will be delivered and unloaded at these service centers and will be transferred by means of dollies or carts using city streets and alleys directly to the stores. Stores along the Common on Tremont Street can be serviced directly from Tremont Street. Alterations to existing buildings and alleyways may have to be made in order to facilitate the transfer of goods from the service centers to the stores.

This scheme entails minimum action with the least amount of disturbance to either retail operations or the passage of pedestrian and motor traffic.

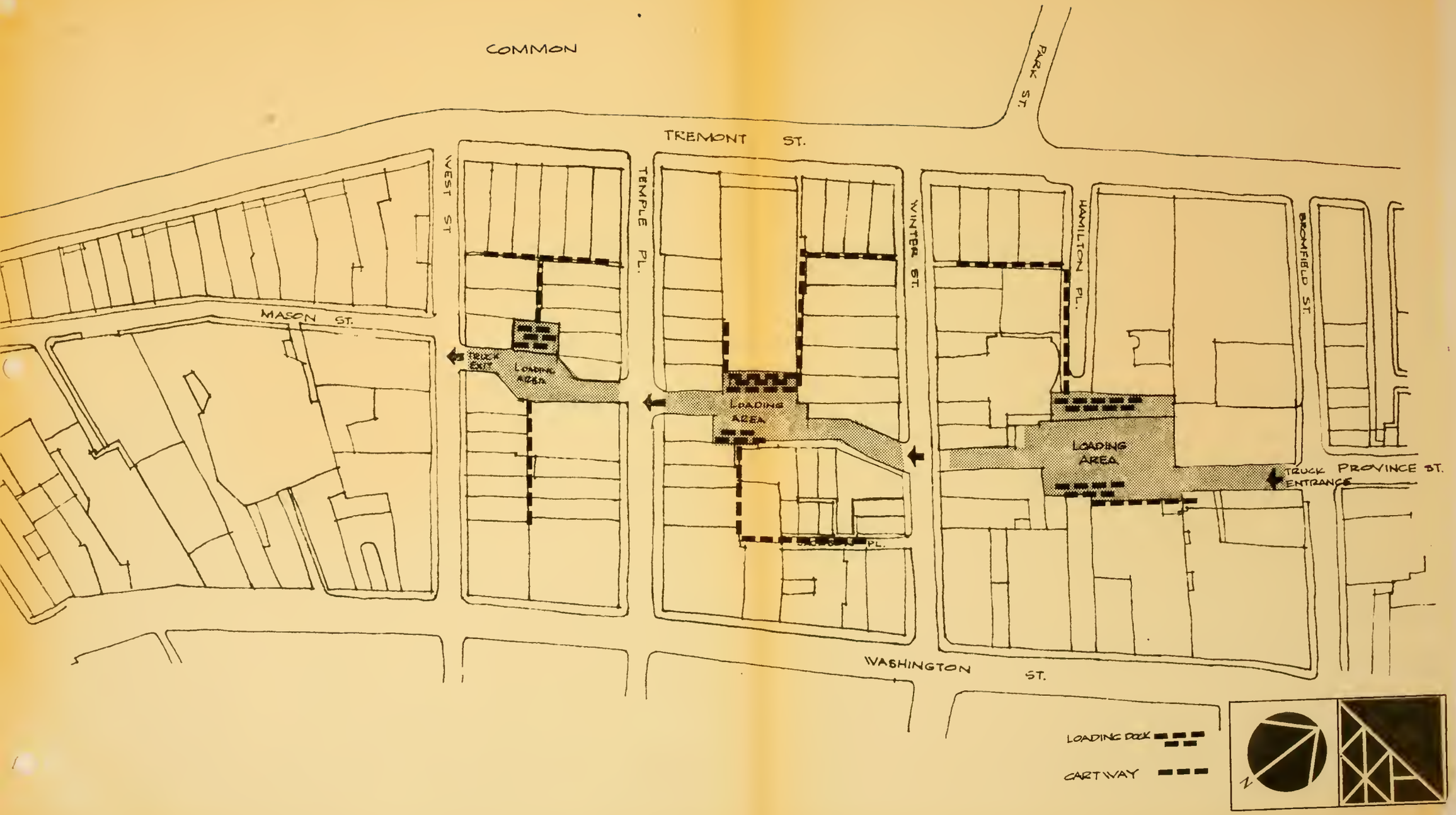
SERVICE CENTER SCHEME 1



Scheme II - At Grade Servicing (See Map 2)

In this scheme the area is serviced by a series of interior service courts which are connected to one another by a service street joining the existing Province and Bromfield Streets to Mason Street. Goods will be unloaded at service docks built at the sides of each court. Trucks enter from Province and Bromfield Streets to the service street and exit at Mason and West Streets. A series of passageways leading from the loading docks in the interior service courts to the rear of the buildings facilitates the delivery of goods to the stores. Above these service courts offices or expansion of some of the retail stores could be accommodated.

The major disadvantage of this scheme is the conflict of trucks with pedestrian and motor vehicles as they cross city streets to pass from one service court to another. This conflict can be eliminated by providing exits onto Tremont directly from the existing streets, thereby making unnecessary a service street which connects all of the service courts.


COMMON
PARK ST.
TREMONT ST.
WEST ST.
TEMPLE PL.
WINTER ST.
HAMILTON PL.
BROMFIELD ST.
MASON ST.
TRUCK EXIT
LOADING AREA
LOADING AREA
LOADING AREA
TRUCK ENTRANCE
PROVINCE ST.
PL
WASHINGTON ST.
LOADING DOCK
CARTWAY

Scheme III - Underground Service System (See Map 3)

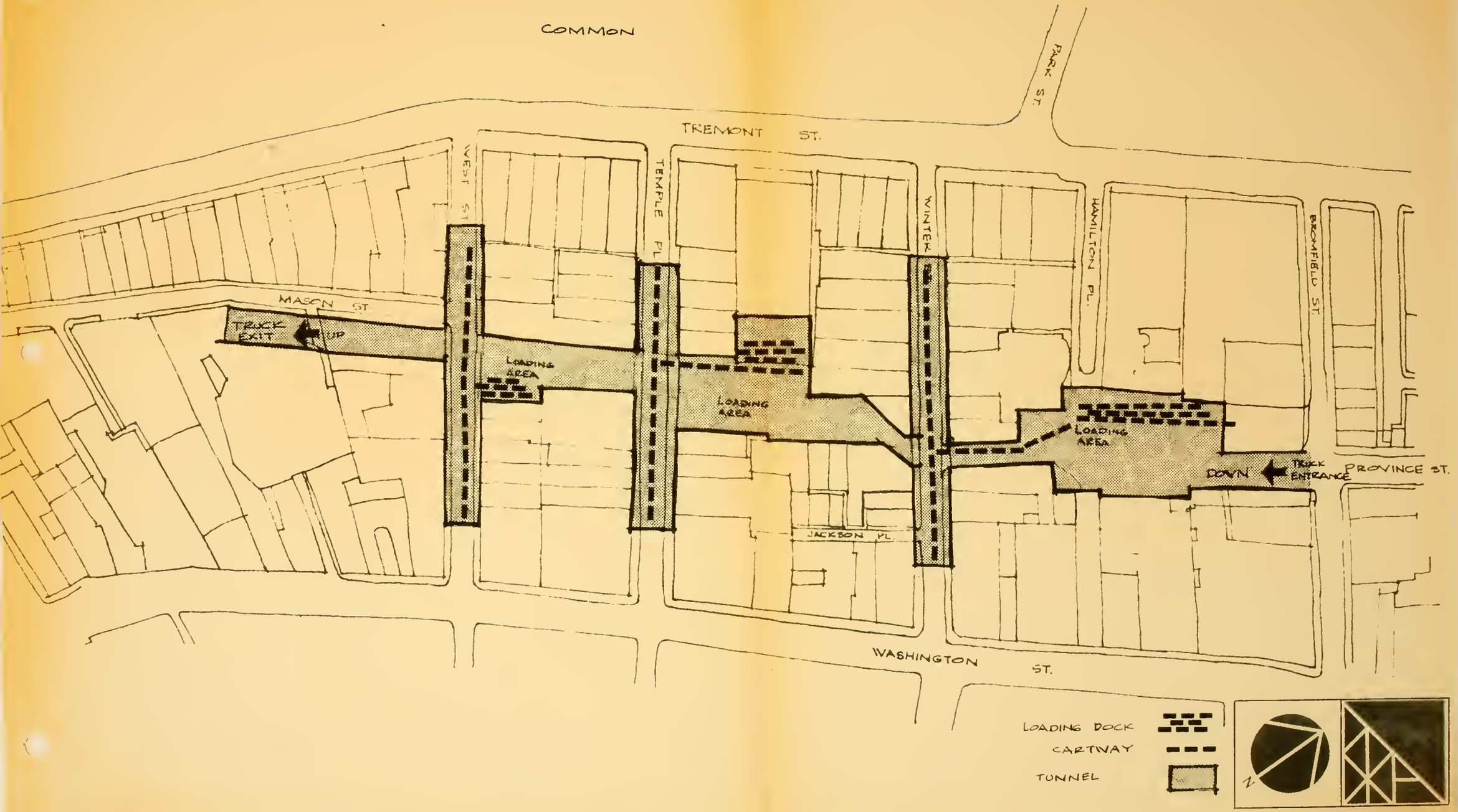
For these ladder blocks servicing can also be accomplished below grade using the existing underground tunnel at Winter Street and by building new tunnels under West and Temple Streets between Washington and Tremont Streets and underground connecting tunnels between Province and Mason Streets. Trucks can enter the tunnel at the end of Province Street and drop off goods at underground service docks. The goods are then delivered to the various basements of the stores on dollies by using the tunnels under Winter, Temple and West Streets and/or directly into the basements of the stores fronting on Washington and Tremont Streets. The trucks then can exit from the tunnel in the middle of Mason Street.

The Major disadvantage of this scheme is its cost. It cannot be determined at this time whether the investment which must be made to construct this system relates to the quantity and kind of servicing which these stores may require. This also applies to the cost at relocating utilities from their present location, in order to make the system workable.

The advantages of this system are:

1. That it enables attachment directly onto the basements of existing stores and in most cases, to their service elevators which already front onto Winter, Temple and West Streets, and which have stops in these basements. This system can be built without major disturbance to business operations and without inhibiting or making difficult any future redevelopment which may take place on these blocks.

2. That the tunnel which runs from Province and Bromfield Streets to Mason Street can be extended into the existing, abandoned MTA tunnel which runs from Boylston St. to Broadway, therefore enlarging the service area and making possible a framework for the servicing of any future development.


COMMON
PARK ST.
TREMONT ST.
WEST ST.
TEMPLE PL.
WINTER PL.
HAMILTON PL.
BROMFIELD ST.
MASON ST.
TRUCK EXIT
UP
LOADING AREA
LOADING AREA
LOADING AREA
DOWN
TRUCK ENTRANCE
PROVINCE ST.
JACKSON PL.
WASHINGTON ST.
LOADING DOCK
CARTWAY
TUNNEL

ACCOPRESS
GENUINE PRESSBOARD BINDER
CAT. NO. BG 2507 EMB
OCEANSIDE, N.Y. - CHICAGO
TORONTO LONDON

B65R.Se

Draft

Planning Report #3

Central Business District

DATE	ISSUED TO